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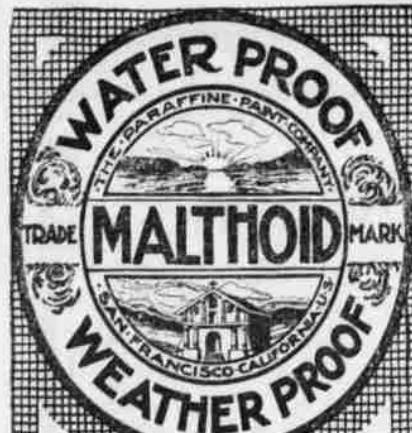
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## WILL DO NOTHING

Oregon Will Not Oust Solvent Insurance Companies.

MUST COMPLY WITH THE LAWS

Ex-Officio Insurance Commissioner Dunbar Says Oregon Cannot Pay Attention to Actions of Insurance Companies in California.

SALEM, May 18.—Secretary of State Dunbar, who is ex-officio insurance commissioner of this state, when shown this morning the statement that California and Nevada insurance commissioners would drive out companies that quibble over the payment of San Francisco fire losses, said that so far as Oregon is concerned he cannot take any note of what the various companies do in California or any other state so long as they comply with the Oregon law which entitles them to do business in this state.

There is on deposit with the State Treasurer \$3,100,000, in interest-bearing securities, which the sixty companies doing business in this state have put up to secure the payment of any loss they may sustain and which has been finally adjudicated against them.

Fifty-eight companies have put up \$50,000 each and two companies \$100,000 each.

Only one company has notified the commissioner that it cannot continue to do business in Oregon on account of California losses and that is the Traders' Insurance Company, of Chicago. All agents have been notified to cease writing insurance for that company.

The \$50,000 on deposit will be held to pay any losses sustained by Oregon policyholders in that company, or until all its policies have been legally canceled, when the deposit may be withdrawn.

Mr. Dunbar said that refusal or inability of an insurance company doing business in this state to pay any of its California losses would not be sufficient reason for him to cancel their Oregon license.

All he is authorized to do is look out for the interest of Oregon policyholders, and if the companies comply with the insurance statutes of this state they can continue to do business, as they are solvent. If any of them become insolvent they put themselves out of business without any interference on the part of the commissioner of Oregon.

## RATE MEASURE PASSES

(Continued from page 1)

in the statute books of the United States. Teller expressed the opinion that the bill as amended by the Senate was a much better measure than when it came to the senate. He expressed regret that there had been an effort to give the bill partisan coloring and denied the right of the president to call senators or members to the White House and instruct or request them how to conduct themselves.

Senator Foraker said there were some sections that he would like to see enacted into a law and that if he could vote upon these sections as such, he would be relieved of great perplexity. He, however, had an unchangeable opinion on the right of Congress to enter upon rate making power and could not secure his own assent to cast an affirmative vote for the measure as a whole.

Senator LaFollette took issue with Dolliver's contention that the pending bill was compliant with the president's recommendation, saying that the contrary was true, and that it did not contain provisions that would enable the interstate commerce commission to ascertain what were just and reasonable rates.

He also deprecated the idea of making it a party question.

"It may be done here, but not in the country at large," he said.

"You cannot divide the people at large on questions as to whether the railroads shall serve the people equitably and justly."

He contended that the addition of his amendments would have strengthened the measure and they should have been accepted.

Bailey announced his conviction that the bill was a vast improvement over the existing law, and said he would vote for it. "If not perfect, it can be amended, and if the carriers do not respect and obey this milder law, Congress will pass a law with teeth in it, with teeth of metal that will hurt."

That the bill is incomplete and fragmentary was the opinion expressed by

Senator Newlands, but he announced his purpose to vote for it as an advance on the present law.

Much interest was manifested when Senator Tillman took the floor. After announcing his intention to vote for the bill "as the best he could get," he entered upon the task of acknowledging the instrumentality of the president in securing the legislation. He came bluntly to the point, saying "But for Theodore Roosevelt in bringing this matter to the attention of the country, we would not have had any bill at all. It is true that the idea was not his and that the demand for legislation was made in three democratic platforms, nevertheless he seized upon the idea and the success of issue was largely due to his advocacy. I can't congratulate him on his victory for I think we should have had a better bill."

Consideration of the bill was concluded with the reading of a brief statement from Senator Dubois, absent because of illness, to the effect that he desired to be recorded as favorable to its passage. After the last of the general speeches on the rate bill had been heard, Frye, who occupied the chair, was prompt in putting the bill to a vote. "Let us have the ayes and noes," was heard from a dozen senators. The roll-call was ordered.

## HOLD COAL STOCK

Railroad Officials Own Stock in Coal Companies.

## INVESTIGATION IN PROGRESS

Interstate Commerce Commission is Making Inquiry Into the Alleged Relations of the Coal and Railroad Companies.

PHILADELPHIA, May 18.—Evidence of stock presentation by coal companies to railroad officials was adduced at today's session of the Interstate Commerce Commission. E. J. Cleave, of Crescon, Pa., superintendent of the Cambria and Clearfield division of the Pennsylvania Railroad, was asked if he held stock in any coal companies. He said he had 250 shares in the Cochran Coal Company, which he received in partial payment for land sold to the company.

"Were you ever offered stock in any coal companies?" asked Attorney Glasgow.

"I was offered stock, but declined to accept it."

E. L. Shepperd, of New York, general superintendent of the United Railways of New Jersey when questioned by Mr. Glasgow, said he owned stock in several mining companies. He could not recall the names of some of these companies. The stock in one, which is a subsidiary company of the Berwind-White Coal Company, the witness said, he received from Edward Berwind. It was paying dividends, but he did not remember the amount. Mr. Shepperd said he owned 50 or 100 shares in the Pine Run Coal Company. He received this, he said, from Frank Patton. He had invested \$2500 in another company, which failed. This money was returned to him and he was given the Pine Run Coal Company stock. He was also given, he said, 60 or 70 shares in the Pittsburg Coal Company for his work in negotiating the sale of the stock.

Mr. Shepperd was asked if he knew that any Pennsylvania Railway officials were interested in the Berwind-White Company. He replied that he had no knowledge of the matter, but that it was generally reported to be the case.

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